





(THE P. & O. BUILDING PROGRAMME)

It is quite evident, from the Report of the P. & O. Co. that this Company are deter-

anticipation of the expiry of the existing mail contract, are building several new and powerful steamers. Particulars of the *India* and *China*, the two latest steamers built for the company have already been given by us, and we now learn from the report that the

duplicate ships to the India, of 8,000 tons and 11,000 horse power, have just been contracted for with Caird & Co. These two new ships are the largest yet built by the Company, and as they are fitted with refrigerating apparatus, they are most probably intended for the India trade.

though they are generally sent, one trip to Bombay first. In this connection it is interesting to glance at a table showing the size and horse-power of the steamers built by this Company since the Jubilee year. It is not so long ago since the Jubilee boats were considered the finest specimens of naval architecture running to the East, but since then the Company have built or are building seven larger steamers, of which the following is a complete list, leaving the cargo steamers which are the subject of another article.

	Year built.	G. Ton- nage.	Horse- power.
Victoria .....	1887	6,287	7,500
Britannia .....	1887	6,287	7,500
Osceola .....	1887	6,362	7,500
Aradisa .....	1887	6,362	7,500
Peninsular .....	1888	6,046	6,000
Augusta .....	1888	5,045	6,000
Albatross .....	1891	6,901	10,000
Himalaya .....	1891	6,908	10,000
Galedonia .....	1894	7,568	11,000
India .....	1896	8,000	11,000
China .....	1896	8,000	11,000
Egypt .....	1896	8,000	11,000
Aradisa .....	1896	8,000	11,000

There has thus been an increase of 33 per cent. in the gross tonnage, and nearly 40 per cent. in the horse-power, since the Jubilee boats were built. The *Galedonia* they were 16½ cent. boats, the *Galedonia* does her 18 knots, and the four latest steamers now being built are to be 19 knot boats. All this is the progress that is being made by the company, and we can only hope that the new boats will conform to a much higher rate of speed imposed in the new contract. — *Times of Ceylon.*

JAPAN NOTES.

A MARCH AGAINST CHINESE SOLDIERS IN  
FORKUSA.

Yokyo, June 16.—The Chinese drawn from the 3rd Mixed Brigade have been dispatched to Pinnan. It is commanded by Captain Tokuda. The Chinese are fortifying their position in several districts. Their strength is about 1,500. On the 31st ult. the battalion attacked the enemy at Shikakuyen and dispersed them. The Japanese expedition marched towards Kwanko and Bakosho. Fighting is expected in a day or two.

EXPECTED INSURRECTION IN KOREA.

Yokyo, June 16.—In a private letter received from Seoul by a gentleman in Tokyo, it is stated that the Sai Ji Ko, a leader of the Tonghak movement, is actively collecting his followers at Hoon, Chang-chung-do, with a view to raising an insurrection. He regards it as a disgrace to the nation that the King should remain at the Russian Legation. He desires the King to return to the Palace at Seoul. Further he seeks to have the taxes reduced. The provinces of Hamgang, Taizen, Teisan, Doksan and neighboring provinces are reported to be preparing to join Sai Ji Ko. The disturbance is expected to break out first in Chang-chung-do.

THE "NIPPON" SUSPENDED.

Yokyo, June 16.—The Nippon has been suspended on the usual charge of disturbing the peace.

(Presumably, the suspension is on account of the statements which have appeared in the paper regarding the Japanese army.)

was made through the French Minister on behalf of Korea for a share of the indemnity money received by Japan from China. The statement was officially denied but re-asserted in the *Nippon* next day. — *Ed. Kōdo Chronicle*.

JAPAN AND KOREA.

Tokyo, June 16. — A demand from a trustworthy source that the principal states of the demand proffered by Mr. Komura on the 1st inst., against the Korean Government for redress or compensation for the murder of Japanese subjects in Korea, were as follows:—

- 1.—That 140,000 yen be paid by the Korean Government for 42 Japanese murdered and 30 injured.
- 2.—That the officials of the localities where murders were perpetrated be dismissed and properly punished.
- 3.—That a Royal Rescript be issued throughout the kingdom warning the people not to threaten or to injure Japanese subjects future.

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TRADE DIFFICULTIES IN THE PHILIPPINES.

HOW FOREIGN TRADE IS HAMPERED.

The Chamber of Commerce at Manila has petitioned the Minister for the Colonies to encourage the cultivation of wheat in the Philippines, where certain districts are highly suitable for that line of farming. Wheat growing has not proved a success. Hence, hitherto, owing to the heavy imports

reached about one million of dollars in value last year. The means of encouragement sought lies in bounties and protective duties, and the advantages aimed at is independence of the country from the importation of a necessary of life. This point is the one on which the duty of consuming the product of the dwell up from the hostile attitude of the United States to the Cuban question. Patriotic voices urge curtailment of commercial relations with the United States, and the duty of consuming the Cuban product of flour is laid stress on the exclusion of Californian flour. The need for patronising Russian petroleum instead of the American article also finds earnest advocates.

Protection, amongst the steps extended, has hitherto comprised the taxation of paddy in the island which, until recently, depended on foreign countries to make up for shortage in its rice supplies. The cheapness of the imported article still discourages reliance on cultivation, and the latter effect of the Government's policy is the prevalence of the gutwringing diseases by laying heavy import duties on foreign rice and paddy. An export duty was also laid on grain, to prevent imported foreign rice being exported. Challenging such policy, thus securing exemptions of duty on Spanish rice, the Government, in Cuba. The protective duty has resulted in largely extending paddy cultivation in the islands, rice mills have been established in many places, and growers now are turning to exporting rice, but the export duty still remains. The Government of the Commonwealth at Manila urges the Government to remove the export duty from the latter, as it is now checking the cultivation of paddy, and is thereby increasing unemployment. It is also pointed out that the danger of imported foreign rice is very small from the import duty, and that the danger in the islands being laid heavy

At present, the main export articles of the islands are hemp and sugar, and the shipments of these staples, last year, showed a considerable increase over the former

F. G. FISS, First Assistant,  
Hongkong Observatory, July 3, 1886.

1. Barometer, reduced to 32 degrees Fahrenheit, and to the level of the sea in inches, tenths, and hundredths.

2. Thermometer, in the shade, in degrees Fahrenheit.

3. Humidity, in percentage of saturation, the quantity of air saturated with moisture being 100.

4. Direction of Wind, to two points.

5. Force of Wind, according to Beaufort scale.

6. State of Weather, in blue sky, or detached clouds, or drizzling rain; fog, or gloom; hail, lightning, or overcast; or passing showers; rain, or rain, snow, thunder, or visibility less than 1 mile.

7. Direction of Sea, in inches, tenths and hundredths.

**Not Responsible for Debts.**

*"Neither the Captain, the Agents, nor Owners will be Responsible for Debt contracted by the Officers or crew of the following Vessels, during their stay in Hongkong Harbour:—*

*Zebruzoon, British ship, Captain W. H. Medley.—Melchior & Co.*

*Avonra, British ship, Capt. Dinmore.*

*Avonra, British ship, Captain A. H.*

## Shipping.

## Steamers.

FOR SINGAPORE, PENANG AND CALCUTTA.  
The Steamship  
Catherine Aker,  
Capt. J. G. O'Connell, will be despatched for the above Ports on SATURDAY, the 4th July, at 3 p.m.  
For Freight or Passage, apply to  
DAVID SASSOON, SONS & Co.,  
Agents.  
Hongkong, June 30, 1896. 1318

FOR SHANGHAI.  
The Steamship  
Wangtung,  
Capt. F. W. Schultz, will be despatched for the above Port on SATURDAY, the 4th Inst., at 4 p.m.  
For Freight or Passage, apply to  
SIEMSEN & Co.,  
Agents.  
Hongkong, July 1, 1896. 1326

NIPPON YUSEN KAISHA.  
FOR SINGAPORE, COLOMBO AND BOMBAY.  
The Steamship  
Hiroshima Maru,  
Capt. K. K. Iwano, will be despatched for the above Ports on SATURDAY, the 4th July, at 5 p.m.  
Hongkong, June 29, 1896. 1309

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW, AMOY AND TAIWANFOO.  
The Co.'s Steamship  
Phaia,  
Capt. Douglas, will be despatched for the above Ports on SUNDAY, the 5th Inst., at Daylight.  
For Freight or Passage, apply to  
DOUGLAS LARRAIK & Co.,  
General Managers.  
Hongkong, July 2, 1896. 1340

OCEAN STEAMSHIP COMPANY.  
FOR SHANGHAI VIA AMOY.  
Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW CHANG, TIENTSIN, HANGZOW and Ports on the YANGTSE.  
The Co.'s Steamship  
Myndon,  
Capt. Brown, will be despatched as above on MONDAY, the 6th Inst.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, July 2, 1896. 1348

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.  
(Under Mail Contract with the Austrian Government).  
FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, LONDON, ADEN, SEZ, PORT SAID, BRINDISI, VENICE, TRIESTE AND GENOA.  
(Also to NATAL, EAST LONDON, PORT ELIZABETH & CAPE TOWN).  
Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT and ADRIATIC PORTS.  
The Co.'s Steamship  
Gisela,  
Capt. de Gussone, will be despatched as above on MONDAY, the 6th July.  
For further information as to Passage and Freight, apply to  
SANDER & Co.,  
Agents.  
Hongkong, June 30, 1896. 1320

OCEAN STEAMSHIP COMPANY.  
FOR LONDON, VIA SUEZ CANAL.  
The Co.'s Steamship  
Agamemnon,  
Capt. Stevens, will be despatched as above on MONDAY, the 6th July.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, June 18, 1896. 1344

OHINA NAVIGATION COMPANY, LIMITED.  
FOR TIENTSIN.  
The Steamship  
Kuregawa,  
Capt. O'Connell, will be despatched on MONDAY, the 6th July.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, June 26, 1896. 1302

NIPPON YUSEN KAISHA.  
JAPAN-EUROPE LINE.  
STEAM FOR SINGAPORE, COLOMBO, PORT SAID, MARSEILLES, LONDON AND ANTWERP.  
The Co.'s Steamship  
Kuregawa Maru,  
Capt. Tazaki, will be despatched for the above Ports on THURSDAY, the 9th Inst., at Noon, instead of as previously advertised.  
For Freight or Passage, apply to  
NIPPON YUSEN KAISHA,  
Agents.  
Hongkong, July 2, 1896. 1301

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.  
FOR LONDON, VIA STRAITS AND USUAL PORTS OF CALL.  
(Taking Transient Cargo for GLASGOW, LIVERPOOL, CONTINENTAL PORTS, RIVER PLATE, &c.)  
The Co.'s Steamship  
Falkland,  
H. L. Allen, Commander, will be despatched as above on or about the 10th July.  
For Freight, apply to  
HOLLIDAY, WISE & Co.,  
Agents.  
Hongkong, June 29, 1896. 1303

## Shipping.

## Steamers.

SHIRE LINE OF STEAMERS.  
FOR HAVRE, HAMBURG AND LONDON.  
The Steamship  
Carnarvonshire,  
Capt. S. H. Brown, will be despatched for the above Ports at Noon, on TUESDAY, the 7th July, instead of as previously advertised.  
For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.  
Hongkong, July 2, 1896. 1160

OCEAN STEAMSHIP COMPANY.  
FOR SANDAKAN AND KUDAT.  
The Steamship  
Menton,  
Capt. B. Brown, will be despatched for the above Ports on TUESDAY, the 7th Inst., at 4 p.m.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, July 2, 1896. 1349

WARLACK LINE OF STEAMERS.  
FOR SHANGHAI, KOBE AND YOKOHAMA.  
The Steamship  
Lennox,  
Capt. Williamson, will be despatched as above on or about WEDNESDAY, the 8th July.  
For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.  
Hongkong, July 2, 1896. 1341

SHIRE LINE OF STEAMERS.  
FOR NAGASAKI, KOBE AND YOKOHAMA.  
The Steamship  
Merionethshire,  
Capt. Davies, will be despatched as above on or about WEDNESDAY, the 8th July.  
For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.  
Hongkong, July 1, 1896. 1330

FOR KOBE AND YOKOHAMA.  
The Steamship  
Mascotte,  
Capt. Ross, will be despatched for the above Ports at Noon, on THURSDAY, the 9th Inst.  
For Freight or Passage, apply to  
BRADLEY & Co.,  
Agents.  
Hongkong, July 2, 1896. 1344

MILBURN LINE OF STEAMERS.  
FOR NEW YORK VIA SUEZ CANAL.  
The Steamship  
Hankow,  
Capt. Ona, will be despatched for the above Port at Noon, on THURSDAY, the 9th July, instead of as previously advertised.  
For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.  
Hongkong, July 2, 1896. 1205

OCEAN STEAMSHIP COMPANY.  
FOR LONDON VIA SUEZ CANAL.  
The Co.'s Steamship  
Achilles,  
Capt. Harvey, will be despatched as above on MONDAY, the 13th July.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, July 1, 1896. 1334

THE OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.  
CHINA AND JAPAN.  
PROPOSED SAILINGS FROM HONGKONG, 1896.  
(SUBJECT TO ALTERATION).  
Allmore ..... [Wednesday] 16th July.  
Taking Passengers and Cargo for UNITED STATES AND CANADA AT THROUGH RATES.

The Steamship  
Allmore  
will be despatched hence for PORTLAND, OREGON, VICTORIA, B.C. and YOKOHAMA, on WEDNESDAY, the 15th July.  
Consular Invoice of Goods for United States Points should be in Quadruplicate, and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.  
For further information as to Passage and Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, July 2, 1896. 1313

RICKMERS REGULAR LINE OF STEAMERS.  
FOR MARSEILLES, HAVRE AND HAMBURG.  
(Taking Cargo at through rates to RED SEA, MEDITERRANEAN AND BLACK SEA PORTS).  
The Co.'s Steamship  
Maria Rickmers,  
Capt. E. B. Brown, will be despatched as above on THURSDAY, the 5th July.  
For Freight, apply to  
ARNHOLD, KARBURG & Co.,  
Agents.  
Hongkong, July 1, 1896. 1331

SHIRE LINE OF STEAMERS.  
FOR HAVRE, HAMBURG AND LONDON.  
The Steamship  
Mentonshire,  
Capt. Evans, will be despatched for the above Ports on or about the 11th July.  
For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.  
Hongkong, July 2, 1896. 1343

## Shipping.

## Sailing Vessels.

FOR NEW YORK.  
The 3/3 A.I. American Ship  
Manuel Plazano,  
Capt. Small, will load here for the above Port and will have quick despatch.  
For Freight, apply to  
SIEMSEN & Co.,  
Agents.  
Hongkong, June 30, 1896. 1170

FOR BALTIMORE.  
The 3/3 A.I. American Ship  
Jean Reed,  
Capt. F. D. Waldo, will load here for the above Port, and will have quick despatch.  
For Freight, apply to  
ARNHOLD, KARBURG & Co.,  
Agents.  
Hongkong, June 30, 1896. 1331

FOR NEW YORK.  
The 3/3 A.I. American Ship  
Charles E. Moody,  
Capt. Leonard, shortly expected here, will load for the above Port, and will have quick despatch.  
For Freight, apply to  
ARNHOLD, KARBURG & Co.,  
Agents.  
Hongkong, June 30, 1896. 1322

FOR SAN FRANCISCO.  
The 101 A.I. British Ship  
Rohde, Master, will load here for the above Port, and will have quick despatch.  
For Freight, apply to  
SHEWAN & Co.,  
Agents.  
Hongkong, May 21, 1896. 1052

## Mails.

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.  
Through Bills of Lading issued for BATAVIA, PERGIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship PESHAWUR,  
Capt. F. J. Cotz, carrying H. Majesty's Mail, will be despatched from this for BOMBAY, on THURSDAY, the 16th July, at Noon, taking Passengers and Cargo for the above Ports. (This Steamer connects at Bombay with the Steamship CUTLAGE, leaving that port on the 7th AUGUST, for LONDON Direct).

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.  
Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.  
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.  
For further Particulars, apply to  
H. A. RICHIE,  
Superintendent.  
P. & O. S. N. Co.'s Office,  
Hongkong, July 2, 1896. 1319

NORDDEUTSCHER LLOYD.  
NOTICE.  
STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.  
N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.  
Frederick ..... [Tuesday] July 21.  
Suchen ..... [Tuesday] August 18.  
Bismarck ..... [Tuesday] September 15.  
Prinz Heinrich ..... [Tuesday] October 13.  
Prinzess ..... [Tuesday] November 10.  
Prinzess ..... [Tuesday] December 8.  
Bismarck ..... [Tuesday] January 5.  
Prinz Heinrich ..... [Tuesday] February 2.  
Frederick ..... [Tuesday] March 2.

ON TUESDAY, the 9th day of July, 1896, at 9 a.m., the Company's S.S. FRUITSEY, Captain P. WATTS, with MAILS, PASSENGERS, SPOLIE, and CARGO, will leave this port as above, sailing at NANTES and GENOA.

Shipping Orders will be granted till Noon, on Saturday, the 16th July, 1896, at 9 a.m., the Company's S.S. FRUITSEY, Captain P. WATTS, with MAILS, PASSENGERS, SPOLIE, and CARGO, will leave this port as above, sailing at NANTES and GENOA.

Consular Invoice to accompany Cargo destined to ports beyond San Francisco to the United States, should be sent to the Company's Office in Suez Canal, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

## Mails.

## Occidental &amp; Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.  
Proposed SAILINGS FROM HONGKONG.  
Belgie (via Amoy, Nagasaki, Kobe, Yokohama, and Honolulu)..... SUNDAY, July 5, at daylight.  
Capt. e (via Nagasaki, Kobe, Yokohama, and Honolulu)..... TUESDAY, July 21, at noon.  
Gaelic (via Nagasaki, Kobe, Yokohama, and Honolulu)..... SATURDAY, Aug. 8, at noon.

THE Steamship BELGIO will be despatched for SAN FRANCISCO, via AMOY, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SUNDAY, the 5th July, at Daylight, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (for use only) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, to the United States, should be sent to the Company's Office, addressed to the Collector of Customs at San Francisco.

For further information as to Passage or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,  
Agent.  
Hongkong, June 30, 1896. 1231

U. S. Mail Line.  
PACIFIC MAIL STEAMSHIP COMPANY.  
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
Pera (via Nagasaki, Kobe, Yokohama, and Honolulu)..... SUNDAY, July 12, at daylight.  
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu)..... WEDNESDAY, July 23, at noon.  
City of Peking (via Nagasaki, Kobe, Yokohama, and Honolulu)..... SUNDAY, August 18, at daylight.

THE U. S. Mail Steamship PERU will be despatched for SAN FRANCISCO, via AMOY, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SUNDAY, the 12th July, at Daylight, taking Passengers and Freight to Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

## Mails.

## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS POSTE FRANCAIS.  
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE AND BORDEAUX; ALSO PORTS OF BRAZIL & RIVER PLATE.

ON WEDNESDAY, the 8th July, 1896, the Company's Steamship OCEANIC, Commandeur SCHMITZ, with MAILS, PASSENGERS, SPOLIE, and CARGO, will leave this Port for MARSEILLES via Ports of Call, without transshipment.

Cargo and Spools will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 a.m., Spools and Parcels until 5 p.m. on the 7th July. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply to the Company's Office.  
G. de CHAMPEAUX,  
Agent.  
Hongkong, June 24, 1896. 1287

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.  
VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the Interior of the United States of the United States and Canada, and to Europe.

HONGKONG TO LONDON, \$400.  
Excellent accommodation. First class Table, Dine and Stewardess served.

HONGKONG TO NEW YORK, \$350.  
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK. Passengers to Europe may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA, \$225.  
Rates of Passage to other Ports on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION).  
Victoria ..... [Saturday] July 11, at daylight.  
Olympia ..... [Wednesday] July 23, at daylight.  
Tacoma ..... [Sunday] Aug. 16, at daylight.  
Victoria ..... [Thursday] Sept. 3, at daylight.  
Olympia ..... [Friday] Oct. 9, at daylight.

THE Steamship VICTORIA, Captain J. G. O'Connell, will leave for SATURDAY, the 11th July, at Daylight, for VICTORIA (B.C.) and TACOMA (Wash.), via HONGKONG, KOBE and YOKOHAMA.

## Mails.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1896. SAFETY—SPEED—PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.  
(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.  
EMPRESS OF JAPAN, Comdr. Geo. A. Lee, R.N.R., WEDNESDAY, 22nd July/96  
EMPRESS OF CHINA, Comdr. R. A. Ashford, R.N.R., WEDNESDAY, 13th Aug./96  
EMPRESS OF INDIA, Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 2nd Sept./96.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passenger booked through to all principal points and AROUND THE WORLD. Return tickets at various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months \$200.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURANCE OF ITS TRANSCONTINENTAL TRAINS (the Company having secured the highest award for same at recent Chicago World Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to  
D. E. BROWN, General Agent,  
Pender Street. 1332

Intimations.  
THE CHINA AND JAPAN TELEPHONE COMPANY, LIMITED.  
LIST OF SUBSCRIBERS TO THE HONGKONG TELEPHONE EXCHANGE.

No. 120—Aberdeen, Paper Mills Office.  
121—Aberdeen, Paper Mills.  
122—Anderson, Capt., East Point.  
123—Anderson, Capt., Praya Central.  
124—Arnold, Karberg & Co.

125—Ball, Babcock & Co.  
126—Benjamin, Kelly & Co.  
127—Blackburn & Co.  
128—Blackburn, F., Residence.  
129—Bradley & Co.  
130—Burke, Capt., Residence.  
131—Butterfield & Swire, Peak Residence.  
132—D. de Quary Way.  
133—De. de. Shipping Office.  
134—De. de. Sugar Office.

75—Childs, Macgregor & Co.  
76—Canadian Pacific Railway Co.  
77—Garton Insurance Co.  
78—Carroll & Co.  
79—Carnegie & Co.  
80—Carnegie, E. H., Residence.  
81—Chal. O. Insurance Co., Ltd.  
82—Chan Choy, Residence.  
83—Chen Tau, Residence.  
84—China Mail Office.  
85—China Sugar Refinery, East Point.  
86—Choi, Geo., Town Office.  
87—Choi, Geo., Town Office.  
88—Choi, Geo., Town Office.  
89—Choi, Geo., Town Office.  
90—Choi, Geo., Town Office.

135—Daily Press Office.  
136—Daily Press Office.  
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## Mails.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1896. SAFETY—SPEED—PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.  
(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.  
EMPRESS OF JAPAN, Comdr. Geo. A. Lee, R.N.R., WEDNESDAY, 22nd July/96  
EMPRESS OF CHINA, Comdr. R. A. Ashford, R.N.R., WEDNESDAY, 13th Aug./96  
EMPRESS OF INDIA, Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 2nd Sept./96.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

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## Intimations.

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## THE CHINESE MAIL

## 報日字華

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THIS paper is now issued every day. The subscription is fixed at Five Dollars per annum delivered in Hongkong, or Eleven Dollars Forty Cents including postage to Coast ports.

It is the first Chinese newspaper ever issued under purely native direction. The chief support of the paper is of course derived from the native community amongst whom also are to be found the guarantee and securities necessary to place it on a business and legal footing.

The projectors, basing their estimates upon the most reliable information from the various Ports in China and Japan, from Australia, California, Singapore, Penang, Saigon, and other places frequented by the Chinese, consider themselves justified in guaranteeing a large and ever-increasing circulation. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

The field open to a paper of this description—conducted by native efforts, but progressive and anti-obscure in tone—is almost limitless. It is on the one hand a Chinese paper, and on the other, while on the other is deserving every aid that can be given to it by foreigners. Like English journals it contains Editorials, with Local, Shipping, and Commercial News and Advertisements.

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## Hongkong Rates of Postage.

In the following Statements and Tables the Rates are given in cents, and are for Letters per half ounce, for Books and Patterns, per two ounces.

Newspapers over two ounces in weight are charged as double trouble, &c., as the case may be, but such papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must anything whatever be inserted except bona fide Supplements of the same paper and the same date. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

Commercial Papers signify such papers as, when Written by Hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge on them is the same as for books.

The sender of a Registered Article for a Union Country may obtain an acknowledgment of delivery on paying an extra fee of 5 cents.

The limit of weight for Books and Commercial Papers for Foreign Post Offices is 4 lbs. Patterns for such offices are limited to 3 ounces except to Australia, Belgium, Brazil, Canada, Congo Free State, Costa Rica, Ecuador, Egypt, France, Greece, Guatemala, Hawaii, Holland, Hungary, Italy, Japan, Liberia, Luxembourg, Mexico, Peru, Porto Rico, Rumania, Salvador, San Marino, Serbia, Siam, Sweden, Switzerland, The Argentine Republic, The Dominican Republic, The Republic of Honduras, United States, to which places 12 oz. (360 grammes) is the limit, and must not exceed those dimensions; 12 inches by 8 inches by 4 inches.

## Countries of the Postal Union.

The Union may be taken to comprise all civilized countries.

## Postage to the United Kingdom.

Letters, 10 cents per 1/2 oz.

Post Cards, 4 cents each.

Registration, 10 cents.

Books, Patterns and 2 cents per 2 oz.

Comm. Papers, 2 cents per 2 oz.

There is no charge on redirected correspondence within the Postal Union.

## LOCAL POSTAGE.

The General Local Rates for Hongkong, China and Treaty Ports (Canton excepted) are—

Letters per 1/2 oz., 5 cents (1/2).

Post Cards, each, 1 cent.

Reply Post Cards, 2 cents each.

Books and Patterns, per 2 oz., 2 cents.

Newspapers and Prices Current, 2 each per 2 oz.

Registration, 5 cents.

(c) Between Hongkong, Canton, and Macao 5 cents.

## Local Delivery.

1. All correspondence posted before 5 p.m. on any week day for addresses in Victoria will be delivered the same day.

In Town (Ship Street to Bonham Road) West, up to level of Robinson Road at 8 a.m. 10 a.m., noon, 2 p.m. 4 p.m. 6 p.m.

In the Suburbs, 9 a.m., noon, 2 p.m., unless the delivery should be retarded by the Contractor.

2. Boxholders who desire to send Circulars, Dividend Warrants, Invitations, Cards, &c., all of the same weight, to addresses in Hongkong, or the Port of China, may deliver them to the Post Office unsealed, the postage being then charged to the sender's account. Each batch must consist of at least ten.

3. Boxholders may also send Patterns to the same places in the same way. Envelopes containing Patterns may be wholly closed, if the nature of the contents be first explained, or sealed to the Postmaster General, as he may consider necessary, and approved by him. Printed Circulars may be inserted in such Pattern Packets.

The Post Office declines all responsibility for Unregistered Letters containing Bank Notes or Jewellery and, where Registration has been neglected, WILL MAKE NO ENQUIRIES into alleged losses of such letters.

It is forbidden to insert in ordinary or Registered Correspondence (a) Current Coin (b) Articles liable to Customs Duty.

## Parcel Post to the United Kingdom.

Parcels not exceeding 11 lbs. in weight are received in Hongkong at British Post Offices in China, for transmission to the United Kingdom by P. & O. Packet and Gibraltar. No parcel is sent with the Overland Mail via India.

Parcels arrive in London about eight days later than the Mail. Parcels may be sealed, but any parcel, even though sealed, is liable to be opened for examination.

Parcels must be posted in Hongkong before 5 p.m. on the day before the departure of the Mail. Those arriving from the Coast, &c., after this hour are kept for the following P. & O. Mail.

The Postage is 40 cents per lb. and 25 cents each succeeding lb. or fraction of a lb. which includes Insurance fee, and must be prepaid in stamps. No further charge is made in the United Kingdom except for Customs duty. No parcel must be more than 3 feet 6 inches in length, or 6 feet in greatest length and girth combined. A receipt is given for each Parcel.

The sender must fill up a form of Customs Declaration, which can be obtained free at each Post Office. No parcel can be accepted unless this is completely and accurately filled. The only articles ordinarily sent from China which are liable to duty are Tea and Tobacco.

Dangerous or perishable goods, articles likely to injure the Mails, Liquids (unless securely packed) or parcels easily cut, such as band-boxes, are prohibited. No Parcel can be received if its value exceeds \$500.

A Parcel may contain a letter to the same address as that of the Parcel itself, or another Parcel to the same address.

With regard to inward Parcels, addressees are requested to observe that the Parcel Mail is not opened until the ordinary distribution of letters, &c., is finished. The postage on Parcels at home is 102 per lb., the Regulations are generally similar to the above, and the Parcels are sent out via Gibraltar.

## Indemnity for the Loss of a Registered Article.

The Post Office is not legally responsible for the safe delivery of Registered correspondence, but it is prepared to make good the amount of such correspondence lost while

passing through the Post, to the extent of \$10, in certain cases, provided—

1. That the sender duly enclosed all the conditions of Registration required.

2. That the letter was securely enclosed in a reasonably strong envelope.

3. That application was made to the Postmaster General of Hongkong immediately the loss was discovered, and within a year at the most from the date of Posting.

4. That the Postmaster General is satisfied that the loss occurred whilst the correspondence was in the custody of the British Postal administration in China, that it was not caused by any fault on the part of the sender, by destruction by fire, or shipwreck, or by the dishonesty or negligence of any person not in the employment of the Hongkong Post Office.

5. No compensation can be paid for more damage to fragile articles such as portraits, watches, handkerchiefs, bound books, &c., which reach their destination, although in a broken or deteriorated condition. Nor on account of alleged losses of the Contents of Registered covers which have reached their destinations. Nor on account of any article for which the addressee has signed a receipt.

## Misdirected or Delayed Correspondence.

When correspondence has been misdirected or delayed (both of which are liable to happen occasionally) all that the addressee need do is to note on the cover, Sent to me, or Received at 7 p.m., or as the case may be, and forward it, without any other writing whatever, to the Postmaster General. This action should be taken the first time cause of complaint occurs; it is a mistake to let such matters pass for fear of giving trouble, a course which generally gives more trouble in the end.

## 1. Circulars, Dividend Warrants, Invitations, Cards, Patterns, Bills, Almanacs, &amp;c., for addresses in Hongkong or the Port of China, in batches of not less than ten of uniform size and weight may be sent to the Post Office unsealed, the postage, at the rate of one cent each, being paid in cash or charged to the sender's account. Special accounts may be opened with non-boxholders for the delivery of considerable numbers of such articles.

2. Such covers, when addressed to places other than Hongkong or China, must be prepaid two cents each in stamps as heretofore.

3. Circulars, &c., must not exceed 3 ounces each in weight. Patterns, Almanacs, &c., must be under 4 ounces each in weight. Heavier articles will be charged ordinary rates.

4. Envelopes containing Patterns, &c., may be wholly closed if the nature of the contents be first explained or sealed to the Postmaster General, as he may consider necessary, and approved by him. Printed circulars may be enclosed in pattern packets.

5. Addresses must be complete. That is to say, on such covers as are not addressed to heads of houses the addressee's residence or place of business must be added. Incompletely addressed covers will be returned to the sender for address.

## Money Orders.

(Office Hours (Sundays and holidays excepted) 10 to 4, Saturdays 10 to 1, but the office is open from 10 to 5 on the working day next before any mail for Europe, which leaves at noon.)

[Money orders cannot be issued or cashed on mail mornings, when closing mails for Europe, until noon.]

1.—Money Orders are issued at Hongkong and Shanghai at current rates of exchange on the following Countries and places—

Canada, China, Ceylon, Canton, Swatow, Amoy, Hongkong, Shanghai, Hankow, and Peking.

Ceylon (Sunderland Islands), British India (including Burma and the Andamans), the Straits Settlements, Penang and Malacca, New South Wales, New Zealand, British North Borneo, Queensland, Siam (Bangkok only), South Australia, British Borneo (Singapore, Penang and Malacca), Tasmania, United Kingdom, Victoria, United States of America.

DRAGS THROUGH LONDON OFFICE.

Foreign Countries—Austria-Hungary, Belgium, Bulgaria, Ceylon, Denmark (including Iceland and Faroe Islands), Denmark West Indies, Egypt, France, with Algeria, German Empire (including Heligoland and the Cameroons), Holland, Italy (with Agencies at Tripoli, Assab and Massauah), Norway, Orange Free States, Portugal (including Madeira and the Azores), Rumania, Sweden, Switzerland, Transvaal, Tunis.

Foreign Cities and Towns—Constantinople, Smyrna, Aden, Alexandria, Bagdad, Bombay, Calcutta, Hongkong, Kobe, London, Lyons, Manilla, Peking, Rangoon, San Francisco, Shanghai, Singapore, Suez, Tientsin, Yokohama.

2.—Orders on the Countries drawn through the London Post Office are paid less the following discount for which the remitter should allow. All such Orders must be expressed in British currency—

For sums not exceeding £5, 3d.

Exceeding £5 but not exceeding £10, 6d.

" 10 " 1s.

" 20 " 2s.

" 50 " 5s.

" 100 " 10s.

" 200 " 20s.

" 500 " 50s.

" 1000 " 100s.

" 2000 " 200s.

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## HONGKONG MARKET PRICES.

Corrected to Saturday, June 27, 1896.

At 1020 Cash per Dollar Mexican.

Prices.

Highest, Lowest, Cash, Cash.

Chinese Names.

Butcher Meat.

Bacon, English, lb. 300

" Ame. Sugar cured, 300

" Foochow, 200

" Japan, cured, 180

Boaf sirloin & prime cut, catty 160

" Corned, catty 160

" Roast, 160

" Soup, 100

" Steak, 160

Bullock's Brains, per set 60 60

" Tongue fresh, each 350

" corned, 350

" Head, 600

" Heart, 160

" Hump, Salt catty 140

" Feet, each 60 50

" Kidneys, 50

" Tail, 100

" Liver, catty 70

" Tripe (undressed) catty 60 60

Calves Head and Feet, set 500

" Chinese, 200

" English, New, 480

" Japan, cured, 240

" Shanghai, 240

Mutton Chop, 160

" Leg, 160

" Shoulder, 320

Pigs' Chittlings, catty 70 60